Idaho Transportation Department Monthly Speed Distribution for May 2021

Site names: 00046 County: Boundary

Funct Class: R Principal Arterial - Other Location: US-95 4.4 Mi. NE of Jct SH-1

Seasonal Factor Grp: 7
Daily Factor Grp: 3
Axle Factor Grp: 6
Growth Factor Grp: 9

Location.								
	Road	N	S	N Lane1	S Lane1			
0-20	2	0	2	0	2			
	.2%	.05%	.36%	.05%	.36%			
20-25	2	1	1	1	1			
	.21%	.24%	.19%	.24%	.19%			
25-30	2	1	1	1	1			
	.25%	.31%	.19%	.31%	.19%			
30-35	4	2	3	2	3			
	.49%	.4%	.57%	.4%	.57%			
35-40	5 .6%	2 .4%	.8%	2 .4%	.8%			
40-45	9	4	5	4	5			
	1.03%	.92%	1.14%	.92%	1.14%			
45-50	18	8	10	8	10			
	2.08%	1.82%	2.34%	1.82%	2.34%			
50-55	53	23	30	23	30			
	6.04%	5.25%	6.85%	5.25%	6.85%			
55-60	194	76	117	76	117			
	21.99%	17.24%	26.79%	17.24%	26.79%			
60-65	349	164	185	164	185			
	39.61%	36.96%	42.3%	36.96%	42.3%			
65-70	184	122	62	122	62			
	20.86%	27.43%	14.22%	27.43%	14.22%			
70-75	43	29	14	29	14			
	4.87%	6.54%	3.17%	6.54%	3.17%			
75-80	11	7	3	7	3			
	1.2%	1.68%	.72%	1.68%	.72%			
80-85	3	2	1	2	1			
	.32%	.41%	.23%	.41%	.23%			
85-90	1	1	0	1	0			
	.12%	.19%	.06%	.19%	.06%			
90-95	.07%	0 .08%	0 .05%	0 .08%	0 .05%			
95-100	0	0	0	0	0			
	.03%	.04%	.01%	.04%	.01%			
100-120	0	0	0	0	0			
	.02%	.03%	.01%	.03%	.01%			
Average	62	63	60	63	60			
Median	62	63	61	63	61			
85th %tile	68	69	66	69	66			
% over 55	89	91	88	91	88			
% over 60	67	73	61	73	61			
% over 65	27	36	18	36	18			
% over 70	7	9	4	9	4			
% over 75	2	2	1	2	1			

^{***}Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

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Idaho Transportation Department Monthly Speed Distribution for May 2021

Site names: 00046 County: Boundary R Principal Arterial - Other Funct Class: Location:

US-95 4.4 Mi. NE of Jct SH-1

Seasonal Factor Grp: Daily Factor Grp: 3 Axle Factor Grp: 6 Growth Factor Grp:

	Road	N	S	N Lane1	S Lane1
% over 80	1	1	0	1	0
% over 85	0	0	0	0	0
Total	881	443	438	443	438

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^{***}Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.